

Message Text

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ACTION EB-07

INFO OCT-01 AF-08 EUR-12 IO-13 ISO-00 CAB-05 CIAE-00

COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 CIEP-02 FAA-00

/055 W

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R 261300Z OCT 76

FM AMEMBASSY YAOUNDE

TO SECSTATE WASHDC 0037

INFO AMCONSUL MONTREAL

USMISSION GENEVA

ZNE/AMCONSUL DOUALA BY POUCH

UNCLAS YAOUNDE 4073

E.O. 11652: N/A

TAGS: EAIR, AFSP, CM

SUBJ: CAMEROONIAN AIRLINE TICKETING REGULATIONS

REF: 3 FAM 128.2-2 & 3

1. THE EMBASSY AND CONSULATE HAVE BEEN ATTEMPTING TO MAXIMIZE THE USE OF THE TICKET STOCK OF CHAN AMERICAN. SINCE PAN AMERICAN IS NOT ALLOWED TO WRITE TICKETS, THIS HAS FORCED MISSION USE SERVICES LOCAL TRAVEL AGENT HAVING PAN AM STOCK. HOWEVER, CAMEROONIAN GOVERNMENT REGULATIONS REQUIRE THAT ALL TICKETS FOR INTERNAL TRAVEL BE WRITTEN ON CAMEROONIAN AIRLINES STOCK. THUS, YAOUNDE INTERNATIONAL TRAVELERS MUST HAVE CAMAIR TICKET STOCK FOR PORTION OF TRAVEL BETWEEN YAOUNDE AND DOUALA BUT MAY HAVE PANAM STOCK FOR TRAVEL BEYOND DOUALA. ON OTHER HAND, IATA RATE STRUCTURES ARE SUCH THAT WRITING TICKETS FROM YAOUNDE TO DOUALA ON CAMEROON AIRLINES STOCK AND INTERNATIONAL TRAVEL ON PAN AMERICAN STOCK RESULTS IN INCREASED COST USG.

2. FOLLOWING EXAMPLES OF FREQUENTLY USED FLIGHTS ILLUSTRATIVE OF PROBLEM. AS BASIC STARTING POINT, YAO-DLA \$30.30 ONE WAY AND \$60.60 ROUND TRIP, WHICH MEANS ALL INTERNATIONAL FARES
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FROM YAOUNDE WHICH ARE LESS THAN \$60.60 ROUND TRIP BASED ON

SIMILAR FLIGHT FROM DOUALA RESULT INCREASED COST. FOR EXAMPLE, YAOUNDE - NEW YORK AND DOUALA - NEW YORK FARES THE SAME, AND THAT RESULTS IN \$60.60 INCREASED COST TO USE PAN AM STOCK. SAME SITUATION EXISTS IN GOING NAIROBI, WASHINGTON, AND GENEVA. SOME OTHER FARES WHICH ARE LESS THAN \$60.60 INCLUDE KINSHASA WHERE YAOUNDE FARE \$12 MORE THAN DOUALA FARE, DAKAR WITH \$26, ABIDJAN WITH \$39, BRUSSELS WITH \$60 AND LONDON AND PARIS WITH \$59 DIFFERENCE.

3. EMBASSY IS AWARE OF IATA REGULATION 200(G) WHICH RECOGNIZES HOST COUNTRIES MAY ISSUE REGULATIONS WHICH WORK TO DISADVANTAGE FOREIGN CARRIERS, BUT ALSO SAYS THAT EFFORT WILL BE MADE TO EQUALIZE TREATMENT.

4. POST WOULD APPRECIATE GUIDANCE AS TO WHETHER UNDER CIRCUMSTANCES WE SHOULD CONTINUE ATTEMPT USE PANAM STOCK THROUGH MEDIUM OF TRAVEL AGENT OR WHETHER WE SHOULD ACQUIRE AND USE CAMIAR STOCK. WE WOULD PREFER USE PANAM STOCK WHERE FEASIBLE AS IT MORE ACCEPTABLE (IN SPITE OF FACT CAMAIR IATA MEMBER, SOME AIRLINES REFUSE HONOR) AND EASIER MAKE CHANGES (EITHER CAMAIR OR AIR FRANCE ENDORSMENT REQUIRED AND THAT DIFFICULT, IF NOT IMPOSSIBLE OBTAIN SMALLER U.S. CITIES.) PAN AM ALSO COLLECTS COMMISSION. INCREASED COST MAY NOT JUSTIFY, BUT WE ARE SUPPORTING US CARRIER.

5. ADDITIONAL PROBLEM CREATED BY 3 FAM 128.2-2 REQUIREMENT THAT TRANSPORTATION SHOULD BE PAYABLE IN NAME OF CARRIER. LOCAL CARRIER (CAMAIR) DOES NOT ACCEPT GTRS AND HAVE PAN AM STOCK. WHILE TECHNICALLY FEASIBLE WHEN USING SERVICES OF TRAVEL AGENT, IT DELAYS THEIR RECEIVING PAYMENT AND EMBASSY WOULD LIKE TO KNOW IF THIS IS AN ABSOLUTE REQUIREMENT OR ONLY RECOMMENDED PROCEDURE.

6. PANAM REP AWARE OUR CONCERN AND ATTEMPTING RESOLVE SITUATION THROUGH LOCAL AIRLINE ASSOCIATION. HOWEVER, RESOLUTION WILL NO DOUBT TAKE A LONG TIME AND REQUIRE CHANGING GURC DECREE. EMBASSY WOULD APPRECIATE GUIDANCE IN MEANTIME.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AVIATION REGULATIONS, PASSENGER TRANSPORTATION
Control Number: n/a
Copy: SINGLE
Draft Date: 26 OCT 1976
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1976YAOUND04073
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D760399-0787
From: YAOUNDE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1976/newtext/t19761016/aaaaanhk.tel
Line Count: 99
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: buchant0
Review Comment: n/a
Review Content Flags:
Review Date: 16 JUN 2004
Review Event:
Review Exemptions: n/a
Review History: RELEASED <16 JUN 2004 by DuboseBM>; APPROVED <19 JAN 2005 by buchant0>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
04 MAY 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CAMEROONIAN AIRLINE TICKETING REGULATIONS
TAGS: EAIR, AFSP, CM, PANAM, CAMAIR
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006